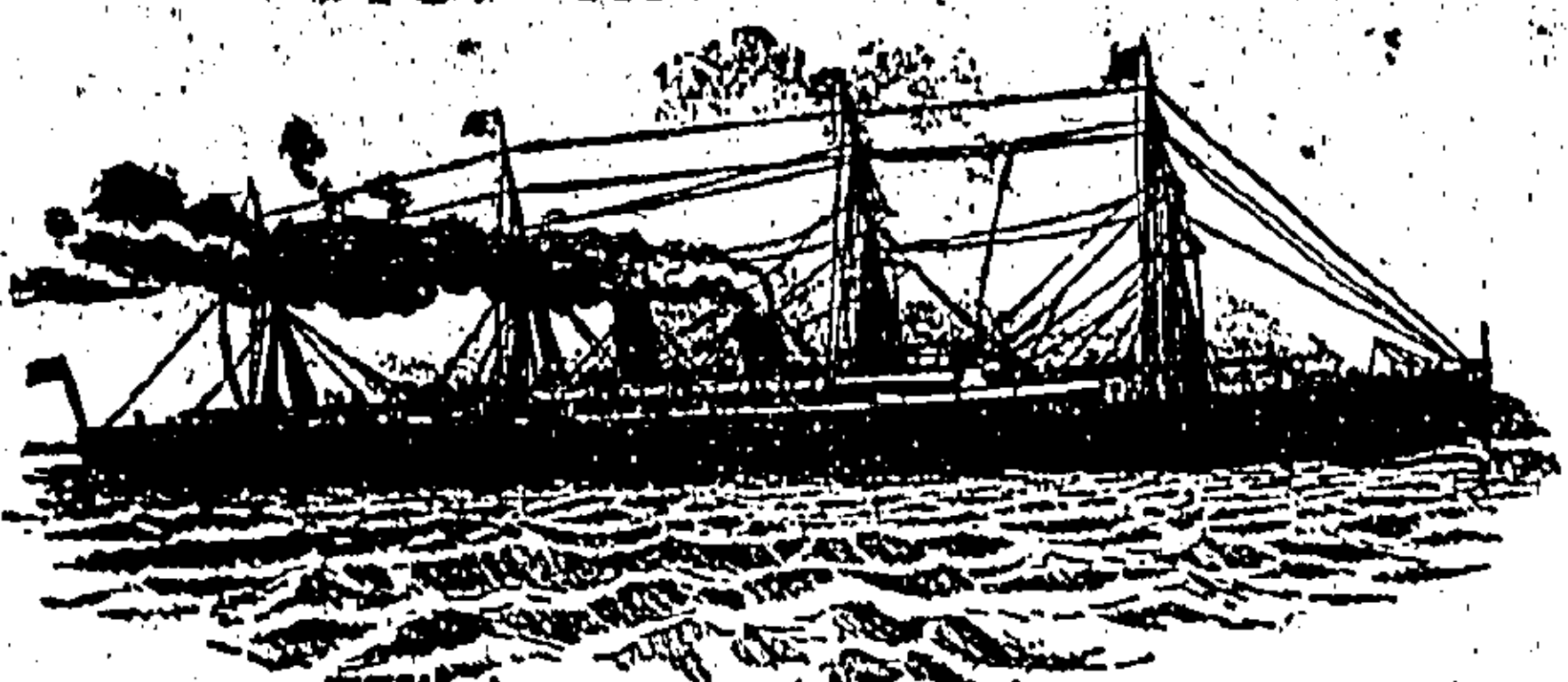


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|-----------------|----------------------------------|
| "GAELIC" | TUESDAY, 29th July, at Noon. |
| "HONGKONG MARU" | TUESDAY, 5th August, at Noon. |
| "CHINA" | THURSDAY, 14th August, at Noon. |
| "DORIC" | FRIDAY, 22nd August, at Noon. |
| "NIPPON MARU" | SATURDAY, 30th August, at Noon. |
| "PERU" | TUESDAY, 9th September, at Noon. |

THE O. & O. Company's Steamship "GAELIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 29th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

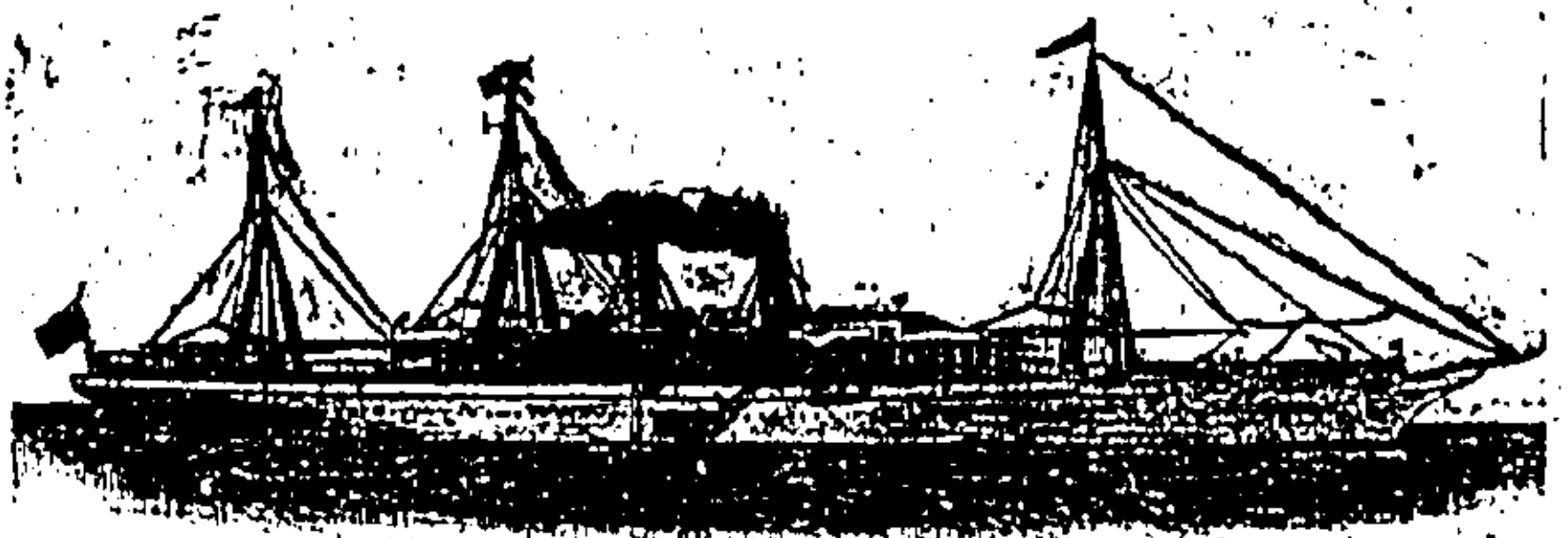
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 22nd July, 1902.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG:

| | | |
|--------------------|----------------------|------------------------------|
| R.M.S. ATHENIAN | Comdr. H. Mowatt | SATURDAY, 26th July. |
| "EMPRESS OF CHINA" | Comdr. R. Archibald | R.N.R. WEDNESDAY, 6th Aug. |
| "EMPRESS OF INDIA" | Comdr. O.P. Marshall | R.N.R. WEDNESDAY, 27th Aug. |
| "TARTAR" | Comdr. E. Bestham | R.N.R. WEDNESDAY, 10th Sept. |
| "EMPRESS OF JAPAN" | Comdr. H. Pybus | R.N.R. WEDNESDAY, 24th Sept. |

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 16th July, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. | Freight and Passengers. |
|-----------------|-------------------------------------|----------------|-------------------------|
| SILESIA | HAVRE and HAMBURG. | 30th July. | Freight and Passengers. |
| Bohle | (Calling at SINGAPORE and COLOMBO). | | |
| AMBRIA | HAVRE and HAMBURG. | 14th Aug. | Freight. |
| Ehlers | (Calling at SINGAPORE and PENANG). | | |
| C. FERD. LAEISZ | HAVRE and HAMBURG. | 28th Aug. | Freight. |
| Fuchs | (Calling at SINGAPORE and COLOMBO). | | |
| KONIGSBERG | HAVRE and HAMBURG. | 10th Sept. | Freight and Passengers. |
| Mayer | (Calling at SINGAPORE and ENANG). | | |
| ANDALUSIA | HAVRE and HAMBURG. | 24th Sept. | Freight. |
| von Dohren | (Calling at SINGAPORE and COLOMBO). | | |
| FREIBURG | HAVRE and HAMBURG. | 8th Oct. | Freight. |
| Prisch | (Calling at SINGAPORE and PENANG). | | |

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 16th July, 1902.

Notices of Firms.

NOTICE

THE Partnership heretofore existing between Messrs. R. E. TOEG, H. H. READ and A. C. S. MANNERS is this Day dissolved by mutual consent. The business will be carried on in future under the Style or Name of TOEG & READ.

TOEG, READ & MANNERS.
Hongkong, 19th July, 1902. [768d]

OSAKA SHIOSEN KAISUA.

THE Undersigned have been Appointed AGENTS for this Company in HONGKONG. REUTER, BROCKELMANN & CO.
Hongkong, 21st July, 1902. [767d]

NOTICE.

WE have this Day been appointed AGENTS of the MANCHESTER ASSURANCE COMPANY and are prepared to accept RISKS at Current Rates.

ALEX. ROSS & CO.
Hongkong, 1st July, 1902. [694d]

NOTICE.

M. R. J. P. BRAGA having this Day taken up his appointment as MANAGER of THE "HONGKONG TELEGRAPH" CO., LTD., all Business Communications and matters relating to Advertisements should be addressed to him.
Dated 1st July, 1902.

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"CITY OF PEKING."

are hereby notified that their Goods are at their risk being discharged into Lighters and/or handed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 26th instant, will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN,
Agent.

Hongkong, 19th July, 1902. [1]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"GAELIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 21st July, 1902. [1]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENFARG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 28th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR-BROS. & CO.

Hongkong, 21st July, 1902. [763d]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "RICHMOND CASTLE,"

FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th July will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th July, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th July, at 3 P.M.

Consignees of Cargo will please take notice that before delivery can be obtained they must sign the Average Bond which is lying at the Office of the undersigned, and pay a deposit of 2% on the net value of their Cargo for contribution to General Average.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 21st July, 1902. [763d]

FROM HAMBURG, COLOMBO, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SITHONIA,"

Captain Hildebrandt, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 19th July, 1902. [767d]

Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIFE,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND
SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 19th July, 1902. [3]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 21st July, 1902. [4]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

S.S. "BAVERN,"

of the NORDDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 29th instant, at 9.30 A.M., and THURSDAY, the 31st instant, at 9.30 A.M.

All Claims must reach us before the 5th August, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, 23rd July, 1902. [653c]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "HILLGLEN,"

FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st August, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 23rd July, 1902. [774d]

To be Let.

TO LET.

"GLENIFFER"—KOWLOON.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 23rd July, 1902. [776d]

TO LET.

HOUSES in CLIFTON GARDENS, CONDUIT ROAD.

GOOWNS at BLUE BUILDINGS.

HOUSES at CAUSEWAY BAY, facing the

Sea Ground.

A HOUSE in RIFON TERRACE.

No. 11, MACDONNELL ROAD.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 12th June, 1902. [209c]

TO LET.

OFFICES in Ground Floor of Des Vœux ROAD and ICE HOUSE STREET.

For Particulars, apply to

THE MEDICAL HALL,

70, Queen's Road Central.

Hongkong, 4th March, 1902. [297d]

TO LET.

THIRTEEN EUROPEAN HOUSES:

Nos. 20, 24, 26, 28, 30, 32, 34, 40, 44, 46, 48, 50 and 52, LEITCHON HILL ROAD.

Apply to

THE HONGKONG & KOWLOON LAND & LOAN CO., LD.

No. 8, Queen's Road West,

Hongkong, 29th April, 1902. [224d]

CLARKE'S B 41 PILLS are warranted to cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years.

In boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England. [28]

Hotels.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1902.

GO TO THE

KOWLOON HOTEL,

J. H. DOWNS,
Manager.

KOWLOON. J. W. OSBORNE,
Proprietor.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD.

The most comfortable family Hotel in Hongkong.

EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED,
CIVILITY AND ATTENTION.

Apply to

F. A. SILVA, Manager.

TERMS MODERATE.

Hongkong, 24th May, 1902.

[1339c]

THE BAY VIEW HOTEL.

Very best brands of Wines, Beers and Spirits only kept. Private dinners, a specialty.

Under entirely new management.

J. LACOCK.

1075c]

WARSHIP MUTINY.

THREE RUSSIAN OFFICERS SAID TO BE KILLED.

ODESSA, June 21st.
Since last night a report is current in naval circles here to the effect that a mutiny has occurred on board the Russian gunboat *Teret*, resulting in the murder of three of the officers.

The *Teret* is temporarily attached to the Russian Mediterranean Squadron, and at the time of the alleged mutiny was cruising near the Algerian coast. There is no means of verifying the statement, which appears, however, to find credence in naval quarters.

As a matter of fact the *Teret*, which is one of six sister gunboats belonging to the Euxine Squadron, has, according to treaty injunctions, no right to leave the Black Sea, but the Porte winks at these breaches of an international agreement, and the other Great Powers do not trouble to protest.

The subterfuge by which the *Teret* and one or two of her sister gunboats are smuggled into the Mediterranean is the pretence of sending them singly to the Bosphorus, in the first instance, as stationnaires, or ambassadorial guardships.

The *Teret* is a third-class cruiser of 1,224 tons; built at Sebastopol in 1886. Her speed is 13 knots and armament 2.6in. breech-loaders. Her complement numbers 161 men.

SENSATIONAL ESCAPE OF PRISONERS.

ONE SHOT DOWN DEAD.

TWENTY-FOUR MEN STILL AT LARGE.

Intelligence reached Colombo late on the night of the 28th ult. to the effect that a party of fifty of the convicts working in the Mahara quarries escaped in a body after work that afternoon. An official telegram was at once despatched to the Maradana Police Headquarters by the guard in charge, and a force of police was at once sent to Ragama to strengthen the police quarters there. The escape was evidently prearranged, all the men taking to their heels at the same time. In the chase that ensued the guards discharged their revolvers at the fugitives. Five of the latter were hit, and one of them was killed. Eleven others were arrested and ten surrendered, making twenty-six in all. The other twenty-four men are still at large. The police have despatched search parties to the adjoining villages, and are making an effort to capture and bring the runaways to justice.

AN OCEAN DERELICT.

MONKEY AT THE MASTHEAD AS LOOKOUT.

The steamer *St. Mary* arrived at Fremantle, West Australia, two or three days ago, and reported having found a derelict ship on 11th May, about 600 miles west of Fremantle. It was the Dutch barque *Geertruida Gerard*, bound from Sourabaya to Newcastle, New South Wales, in ballast. On board were discovered three men—the carpenter, the sailmaker, and a seaman.

It appears that the *Geertruida Gerard* before leaving Sourabaya ballasted with volcanic mud. The pitching of the ship at sea caused the mud to become more liquefied, and during some heavy weather it completely shifted, and the vessel heeled over on its side. The ship dismasted, and all attempts to right her were unavailing.

Ultimately the captain determined to abandon her, and with his wife and 16 of the crew set off for Java. From the position of the ship it is calculated the distance to Java was 1,800 miles, but owing to prevailing winds the captain deemed it better not to make for Fremantle.

The carpenter was aboard the boat, but at the last moment decided to stick to the ship. The rescued men stated that the boat was

VERY MUCH OVERLOADED, and they expressed the opinion that she would never reach the shore. She had only about three weeks' water supply.

The captain's reason for leaving the ship was a fear that she would turn turtle. The other boats were smashed.

After ten days the men aboard were roused by the screeching of a monkey which was aloft, and which had seen the *St. Mary*.

The men had fared well, having provisions for two years. The *Geertruida Gerard*, which was left in mid-ocean, was heeled over until the rudder was out of the water.

The derelict, which is a steel vessel of 1,361 tons net, is considered to be a danger to navigation, and the West Australian authorities have issued a warning to shipping. When last seen she was in latitude 33deg. 20min. south, and longitude 100deg. 46min. east.

TRICOLOURED BEEF.

A CORONATION SIDELIGHT.

Our Coronation decorations from Italy, our penny Coronation medals from Germany, and our Coronation beef from France—it seems like a mercenary federation of the nations met to do us questionable honour, says the *Pall Mall Gazette*. It is reported from Cherbourg that a consignment of French beef has just been despatched to Southampton for the Smithfield market; and unless it is a business ruse from Leadenhall-street, so as to knock the other market out, we regard the prospect with a little suspicion, if not with dismay. We have borne the inroad of Normandy butter, truffles from Arles, violets from Provence, and abuse from Paris; and there are other things—champagne and fashions, for instance—which settled experience tells us to be all the better for being ordered from France. But the vaunted roast beef of old England—its a bitter blow.

COTTAM & CO. FOR PANAMA HATS.

ANTI-MISSIONARY.

"*L'Opinion*" of Saigon, in the course of a decidedly anti-missionary article, makes the following remark which certainly deserves consideration when one looks at such matters from another than the missionary point of view, observes a Singapore paper. "The churches, convents, seminaries, schools and chapels which they build from public subscription remain their property, and it is in this way that each year the landed property of the clergy goes on increasing." It is an acknowledged fact that the clerical power in France is a thing to wonder at, and it is to be presumed that a similar state of affairs prevails in her colonies, for the Church of Rome makes small change in her methods all the world over. The system of course places immense worldly power in the hands of a body of men who should be the last in the world to seek it. It is obvious that money is as much required to carry on the work of a religious organization as of

THE MOST COMMONPLACE BUSINESS, and it is also an admitted fact that the Church of Rome does better educational work and gains more hold over the poorer classes than probably any other Church in the world. Still it must be confessed that the non-conformist system at home, which makes a point of popular control by the congregation, particularly in the matter of finance, seems on the face of it the better way of doing things.

But whilst objections can be found to it, one cannot help but admire a system which produces such a type of missionary priest as the majority of Roman Catholics are; and numerous travellers have placed on record the genuine respect they have entertained for many they have met in out of the way corners of the world, who labour on tasks apparently hopeless, and without any ultimate hope of reward in this life. Col. Young-husband has placed it on record that in his travels through Asia he met in many inland towns of China,

FAR REMOVED FROM ALL COMMUNICATION with the outside world, French missionaries, men of culture and considerable learning, who lived on the bare necessities of life and lived moreover as their neighbours lived, and were content to pass their whole life in their little sphere, and dying leave it to another to carry on what they had begun. It is testimony of this kind, unsolicited and coming from men who like Tennyson's *Ulysses*, have seen "Cities of men and manners, climates, councils, and governments," that one has to hold in mind when tempted to decry the missionary as an interfering meddler, and if some of them fail to reach the standard which your "man of the world, who is content to spend his time in endeavouring to get his neighbour's money at the least expense to himself, sets up" why surely there is no necessity to condemn all for the faults of some.

PASSENGERS BOOKED FOR THE FAR EAST.

Per P. and O. steamer *Australia*, connecting with the steamer *Coromandel* at Colombo, from London, June 13—To Shanghai: Mr. Brown, Miss Brown, Miss Uwins, Mr. J. P. Nelson. To Hongkong: Mr. and Mrs. Wood and 2 children, Mr. B. L. Palmer, Mr. C. J. North. To Manila: Mr. V. C. Resnick. To Singapore: Mr. W. Dell. To Penang: Mr. Hestany. From Marseilles: To Shanghai: Mr. J. Christie, Mr. A. J. de Souza, Mr. H. Bleser. To Hongkong: Mr. D. McLean Ross. From Brindisi: To Singapore: Mr. E. G. Edgar. From Colombo: To Hongkong: Rev. C. H. Brent.

Per Messageries Maritimes steamer *Polynésie*, from Marseilles, June 29—To Yokohama: Mr. Chiffolle. To Shanghai: Mr. Halbronn and family. To Hongkong: Mr. Jall and family.

Per Messageries Maritimes steamer *Ulla de la Ciotat*, connecting with the steamer *Tenkin* at Colombo, from Marseilles, July 13—To Hongkong: Miss Moulou.

Per Imperial German mail steamer *König Albert*, from Bremen, June 29 and Southampton, June 17—To Yokohama: Mr. and Mrs. Ernest Baker, Miss Baker. To Shanghai: Miss Leete, Mrs. Barton, Mr. Powell, Mr. Fischer, Mr. and Mrs. H. Clark. To Hongkong: Mr. Saxon. To Bangkok: Miss C. Kinsey, Mr. G. R. Brooks. To Singapore: Mr. W. R. McCallum, Mrs. Drew and child.

Per Imperial German mail steamer *Prinzess Irene*, from Bremen, June 25 and Southampton, July 1—To Yokohama: Mr. Blaw. To Shanghai: Mr. E. Morgan, Mr. J. Post. To Hongkong: Mr. W. W. Teller. To Singapore: Miss Cowan, Mr. Gillingham, Mr. Robson, Capt. and Mrs. Nicholson. To Penang: Inspector J. Gordon, Mr. A. R. Sutherland.

Per Nippon Yusen Kaisha steamer *Hakata Maru*, from London, June 20—To Yokohama: Mr. W. H. Stone, Rev. A. E. Well, Mr. S. Seo. To Shanghai: Mr. G. Mackenzie and family. To Hongkong: Mr. Wang Ye Tung, Mr. Sun Tsch Lin, Mr. R. Heiler, Mr. R. Sheng, Mr. G. Chiu, Lieut. Col. and Mrs. Heron, Mr. and Master Heron. To Manila: Mr. Bull, Mr. Macintosh. To Singapore: Mrs. Craigie, Dr. and Mrs. G. Brooke and family, Mr. A. Childers, Capt. R. Fielden, Mr. F. C. Harrison, Mr. E. Wallich, Miss S. Lockhart, Mr. E. A. Hylkeim, Mr. W. Whitehead, Mr. C. Browne, Mr. and Mrs. T. Smith and child, Mr. D. Phillips, Mr. H. Marshall.

THE WORD OF HONOUR.

The men who do as they say; the things that prove to be what they were said to be—how cheering it is to come upon them. We all like to be deceived; especially when the deception is intentional. But all men are not liars, even if David did say so in his haste. If they were society would be impossible. Every body knows that business is based on credit, on faith. Millions are bought daily on nothing more solid than the pledged promises of men, not written, merely verbal. The Stock Exchanges are often called nests of gamblers, yet nowhere is a promise held in greater honour. Therefore when we say that the tried and effective modern remedy called "Wampole's Preparation" never deceives any who resort to it in hope of benefit and cure, we may expect to be believed. For this assurance is given on what it has done in the past in countless cases, on its record. It is only recommended to accomplish what it was made to accomplish. Its action in Chlorosis, Anemia, La Grippe, General Debility, Throat and Lung Troubles, Blood Impurities, etc., is convincing. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Dr. Austin D. Irvine, of Canada, writes: "I have used it in cases where cod liver oil was indicated but could not be taken by the patient, and the results following were very gratifying." It is effective from sensitive and nervous stomachs. It cannot deceive or disappoint you, and comes to the rescue of those who have received no benefit from any other treatment. It stands for the medical triumphs of the age. Sold by all chemists here.

G. GIRAULT for Best FRENCH BREAD, 11 York and 12 Local.

Intimations.

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals. PRICE 5/6 per case of 48 bottles (quarts.) Special Prices for Quantities.

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CAPTAIN SPENCER, Hon. Secretary and Treasurer, Ordinance Office. Hongkong, 28th December, 1901. [1413c]

NEW VICTORIA HOTEL.

ROTISSERIE, *Meats à la Carte*. CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m. Monthly Bill at Moderate Rates.

Madar & Farmer, Proprietors. Hongkong, 2nd September, 1901. [958c]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 37½ lbs. Net ex Factory. \$3.50 per Bag of 250 lbs.

SHEWAN, TOMES & CO., General Managers. Hongkong, 15th March 1902. [110]

DROZ & Co.,

WATCH MANUFACTURERS, STEAM FACTORY ESTABLISHED 1864. ST. IMIER, SWITZERLAND.

SPECIALITIES: LEVER WATCH & CHRONOGRAPHS. TRADE MARKS: MAXIM, BERNAL, &c.

REPAIRS OF WATCHES AND CLOCKS by competent European experts at Moderate Rates.

No. 10, QUEEN'S ROAD CENTRAL. Hongkong, 15th May 1902. [526c]

SANG MOW, DEALER IN

Rattan Furniture, Bamboo Blinds and Matting of All Kinds.

No. 45, Queen's Road, Central, Price Lists on Application. Orders Executed Promptly. H'kong, 12th May, 1902. [541d]

LEVY HERMANOS. DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS. Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best "THREE YEARS" guaranteed given to every purchaser.

40, QUEEN'S ROAD, Watson's Building.

TAI LOONG.

1 and 3, Lyndhurst Terrace. FOR Fancy Ladies' and Piques, Flowered Delaine, Muslins and Children's Shoes, New Chiffon Hats.

Hongkong, 1st May, 1902. [502d]

MEE CHEUNG,

PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a specialty.

Hongkong, 22nd September, 1901. [45]

CHEONG SHING.

No. 39, Queen's Road Central, (Opposite to Messrs. GAUPP & Co.) DEALERS IN

Jewellery and Silks, Pearls and Jadestone Ware, Ivory Ware and Carvings, Chinese Goods of all kinds.

And also General Exporters. An inspection is respectfully solicited. Good quality and good workmanship guaranteed.

Prices lower than other shops in the same line of business. [501d]

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For INFANTS and INVALIDS. When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

For full Particulars, &c., &c., Apply to S. J. GODWIN, Acting Manager, Hongkong, 29th January, 1902. [20]

NOTE ADDRESS:—2, ICE HOUSE ROAD.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

Electric Bell Installations, Erected and kept in order.

Estimates given for all kinds of Electrical work.

For full Particulars, &c., &c., Apply to S. J. GODWIN, Acting Manager, Hongkong, 29th January, 1902. [20]

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Intimations.

WREXHAM LAGER BEER.

EXPORT PILSENER BEER. REGISTERED LABEL.

SOLE AGENTS: RITCHIE & Co., Des Vaux Road.

Hongkong, 24th June, 1902. [675d]

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HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

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ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING:—

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Intimations.

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STEAMERS. DESTINATIONS. SAILING DATES.

KASUGA MARU.....NAGASAKI, KOBE and YOKO.....FRIDAY, 25th July, at Noon.

KAWACHI MARU.....MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.....SATURDAY, 26th July, at Daylight.

TOSAMARU.....VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA.....MONDAY, 28th July, at 4 P.M.

HAKATA MARU.....KOBE and YOKOHAMA.....FRIDAY, 1st August, at Daylight.

YAWATA MARU.....SYDNEY and MELBOURNE, via THURSDAY ISLAND.....SATURDAY, 2nd August, at Noon.

KAGA MARU.....VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA.....MONDAY, 11th August, at 4 P.M.

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For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.


Hongkong, 19th July, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON,

Intimations.



DON'T BE BLIND
TO YOUR
OWN INTERESTS
BUT FREELY USE

CARBOLACENE,
A PERFECT DISINFECTING FLUID
(NON-POISONOUS).

More powerful than pure
carbolic acid.

A sure preventive of all kinds of
contagious diseases.

Is a most powerful insecticide,
germicide and disinfectant.

SOLE AGENTS:
WATKINS,
LIMITED.
Hongkong, 18th June, 1902. [714c]

TELEPHONE NO. 256.
CABLE ADDRESS: "WATKINS," HONGKONG.
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17A, QUEEN'S ROAD.

FURNITURE DEALERS.
DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC
DEPARTMENT.**
DEVELOPING and PRINTING
UNDERTAKEN FOR AMATEURS.
GOOD WORK.
PROMPT RETURN.
Hongkong, 8th July, 1902. [728d]

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SCOTCH WHISKY**

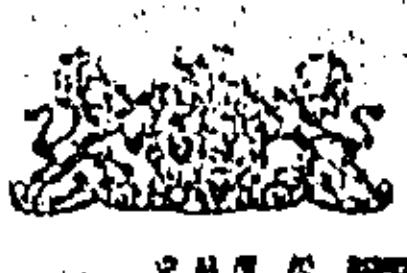
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JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
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SOLE AGENTS:

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HONGKONG.

Intimations.



**A. S. WATSON
AND CO., LTD.**
ESTABLISHED A.D. 1841

WINE AND SPIRIT MERCHANTS.

**WATSON'S
CELEBRATED
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BLEND
VERY
OLD LIQUEUR
SCOTCH
WHISKY.**

Our Celebrated "E" LIQUEUR SCOTCH
WHISKY is a Blend of the Finest WHIS-
KIES distilled in SCOTLAND Specially
selected. It is of great age. Very fine and
mellow.

Its superior quality has established its
reputation as THE LEADING SCOTCH
WHISKY IN THE EAST.

PER DOZEN \$15.

**A. S. WATSON & Co.,
LIMITED.**
The Hongkong Dispensary.
NEW STEAM LAUNCHES.
FOR SALE.
FROM 35 FEET TO 75 FEET.
For Particulars apply to
RITCHIE & CO.,
39, DES VŒUX ROAD CENTRAL.
Hongkong, 24th July, 1902. [777d]

**ST. JOSEPH'S COLLEGE,
HONGKONG.**

OWING to the insufficiency of accommoda-
tion in the present building and the in-
creasing demand for admission, it has been
found necessary to extend the wings of the
main building and to enlarge the Chinese de-
partment by an additional storey with two
wings. The estimated cost will amount to over
\$15,000. To cover these expenses we Appeal
to the liberality of all friends of Education.
The establishment has been in existence for the
last 25 years and is open to all classes. Much
of the clerical work of the city is carried on by
its past pupils. As this is the first time we have
applied for assistance we expect a generous
response. The names of our most liberal
Benefactors will be inscribed upon marble
tablets, as a lasting testimony of their generosity.
THE CHRISTIAN BROTHERS.
Hongkong, 22nd November, 1901

NOTICE.
All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to the Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.
SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$13 per annum.
The rates per quarter and per annum, proportional.
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph
HONGKONG, THURSDAY, JULY 24, 1902.

LOCAL AND GENERAL.

THE NEW COINAGE with the King's head
has been in circulation for the past few days.

THE PLAGUE RETURN for the twenty-
four hours ended at noon to-day shows six
fatal cases.

THE FERRY FIER MATSHED which
was blown down during the typhoon is being
replaced by a similar bamboo structure.

"KITCHENER OF KHARTOUM" is re-
ported to have said, "Give me one man like
De Wet and I will send home one-third of the
army," and De Wet is quoted to have spoken
as follows:—"I will give Lord Roberts three
years to catch me, I will give Lord Kitchener
three months, and Lord Methuen all his life."

THE WRECKED CAMORTA—The
Madras Mail says it is reported that the B. L.
S. N. Company do not intend to save any part
of the wrecked *Camorta* and it will, therefore,
be incumbent on Government to blow up the
wreck, and when this is done, there will be
plenty of evidence forthcoming as to the identity
of the vessel.

INDIA NOT FAIRLY TREATED—The dis-
cussion regarding the Coronation Honors Lis-
has now taken a decided turn, and the opinion
is that India has not been fairly treated. The
military officers, who arranged for the despatch
of troops to South Africa and China, have been
entirely left out, and it is asserted that at least
H. E. the Viceroy fully deserved the Order of
Merit for services done to the Empire.

**THE YAWNING CASE AND THE
VICTIM**—The authorities of the Judicial
Department are reported to have decided not
to grant the petition recently presented by the
sufferers from the Ashio Copper Mine pollution
for the pardon of Mr. Tanaka Shozo, sentenced
to imprisonment for contempt of Court. Mr.
Tanaka is now in the prison hospital suffering
from brain trouble. The whole case from the
beginning has been ludicrous, says the *Kobe
Chronicle*. It may yet become tragic.

AN OLD WIND JAMMER—The oldest
ship in the world has just been sold and broken
up. This is the Italian ship *Anita*, registered
at the port of Genoa. The *Anita*, which
resembled Christopher Columbus's ship the
Santa Maria, was built in Genoa in 1498, and
effectively her last voyage at the end of March,
1902, from Naples to Teneriffe. The vessel
was of tremendously stony build, and had
weathered countless storms and tornadoes in
all parts of the world, but it was also the slowest
ship afloat, taking 203 days on one voyage
from Baltimore to Rio de Janeiro.

O PATRIOTA—We have received from the
publisher, Mr. L. Noronha, 47, Des Vœux Road,
a copy of the new Portuguese weekly published
in this Colony. It has for its title *O Patriota*
(The Patriot) and is intended to promote and
defend the legitimate interests of Macao, to
further its prosperity and to secure its material,
moral, religious and intellectual advancement.
Its promoters explain that its publica-
tion in Hongkong instead of in Macao is
justified by the fact that here *O Patriota* will
find freedom for the exercise of its mission
whereas in Macao, it is said to say but it is ne-
vertheless true, not only will serious obstacles
be put in its way, but that it will be coerced
into extinction so soon as the local authorities
view its policy with disfavour. Freedom of the
press seems to be an unknown luxury in the
Portuguese colony. Among the articles in the
number before us is an appreciative article on
the excellent services gratuitously rendered to
Macao by Dr. L. P. Marques, formerly of
Hongkong, during the recent epidemic of chola-
era there. We learn that this gentleman
offered to be permanently stationed in the
Chinese epidemic hospital on the island of
Lappa so as to treat Chinese cholera patients.
O Patriota is well printed on good cream wove
paper and should command a wide circulation
amongst the Portuguese communities through-
out the Far East. We wish our Portuguese
contemporary an unimolested career of use-
fulness and success.

MEETING OF THE JUSTICES.

The adjourned meeting of the Licensing
Justices of Peace to consider the application
of one, Luiz Manoel Lobo, for the transfer of
his publican licence, from No. 142 to Nos. 148
and 150, Queen's Road Central under the sign
of the "Stay Hotel" was held at the Magis-
tracy to-day.

There were present Messrs. F. A. Hazeland
J. H. Kemp and C. D. Melbourne. The
police offered no objection as the sanitary
arrangements of the premises were practically
complete. The application was unanimously
granted.

**COTTAM & CO. FOR GENTS' BATH-
ING GEAR.**

**CHINESE STOWAWAYS TO THE
PHILIPPINES.**

LAW NOT TO BE ALTERED.

The Secretary of the Chamber of Commerce
(Mr. A. J. Lowe) sends us the following corre-
spondence for publication:—

**HONGKONG GENERAL CHAMBER OF
COMMERCE.**
Hongkong, 18th July, 1902.
Sir,—I am directed to acknowledge receipt
of your letter of the 28th May last (No. 1178)
replying to the Chamber's letter of the 13th
idem suggesting an amendment of the Ordina-
nce relating to Stowaways. In view of the
remarks contained in the third paragraph of
your letter, from which it is evident the Govern-
ment considered that the abuse complained of
was largely due to the neglect of the ships'
officers, and that no penalty had been imposed
upon them, the correspondence was referred to
the Agents of the three principal steamship
lines running between this port and the Philip-
pines for consideration and report. I have now
the honour to enclose, for the information of
His Excellency the Officer Administering the
Government, copies of the replies by Messrs.
Butterfield & Swire, Messrs. Shaw, Tomes
& Co., and Messrs. Jardine, Matheson & Co.

The first named letter, dated 24th June,
recites at considerable length the steps taken
to prevent stowaways being secreted on board,
from which the Committee think the Govern-
ment will be satisfied that there was no negli-
gence on the part of the officers of the *Kaifong*.
Messrs. Shaw, Tomes & Co. mention, in
their letter, that on the last occasion when
stowaways were discovered on the *s.s. Perl*, the
chief officer was dismissed, which may cer-
tainly be taken as proof that negligence on the
part of the officers is not condoned.

It seems clear to the Committee that there
are persons connected with this business as
aiders and abettors who are both able and will-
ing to pay occasional fines out of the large
profits accruing from it. A mere fine, there-
fore, is not likely to prove a sufficient deter-
ment, and the Committee trust that His Ex-
cellency will, after perusing the evidence of
the steamship agents, and especially on finding
from some case of an ex-ample having been
made of a ship's officer whose neglect seemed
to have contributed to stowaways being con-
cealed on board (as referred to in paragraph 3
of your letter of 28th May last), reconsider his
decision and give instructions for the amend-
ment of the Ordinance in the direction for
making the penalty one of imprisonment with
hard labour in addition to, or instead of, the
infliction of a simple fine.

I have the honour to be, Sir,
Your most obedient servant,
(Signed) A. R. Lowe,
Secretary.
Hon. F. H. May, C.M.G., Colonial Secretary.

Hongkong, 24th June, 1902.
Sir,—We are in receipt of your letter of 20th
inst., enclosing copies of various letters for our
perusal, in connection with the question of
penalties on Chinese stowaways from Hong-
kong to the Philippines, and asking for an
expression of our views thereon. Being the
principals in the recent case of the *Kaifong*,
and the writers of the first communication to
you on the subject, we refrain from entering
into a discussion of the matter, further than to
state our opinion on the points raised in the
Hongkong Government's letter to you of the
28th ultimo.

The Government is of opinion that the
foreign executive officers of the *Kaifong*
neglected their duty, otherwise such a number
as 134 stowaways could not have been secreted
on board without their knowledge. The Gov-
ernment, therefore, decline to alter the law, as
at present established for the punishment of
stowaways and those who assist them, until it
is proved to their satisfaction that the foreign
executive officers of steamers have done all
in their power to prevent the evil.

We cannot do better than supply you with
extracts from the Chief Officer's report on the
Kaifong case:—

"April 3rd 3 p.m. Finished loading main
ballast tank, had tank lids put on and gave
stevedore orders to fill top of tank with cargo,
and saw them myself preparing to do so."

"April 4th a.m. Went down below to have
a look round, found all hatches on top of
tank. I asked the stevedore if the top of tank
was full and he said it was, they were then
stowing cargo on top of same."

"3 p.m. same day cargo all on board except
a few odd packages and one box."

"At 9 p.m. I turned in giving quarter
masters strict orders to call me at once if they
saw any sampans come alongside with strange
people in them, but they failed to do so, saying
they saw no one."

"April 5th at 5.30 a.m., the 2nd engineer
came to me, and said he had seen a number of
strange faces on board and did not think they
belonged to the crew. I immediately searched
the ship fore and aft, where it was possible to
go, but found no one."

"When the crew and passengers were all
back from being disinfected the 2nd officer
and myself searched the ship again and found
36 stowaways in different parts of the ship; I
got the boson and quartermasters and put
them all out of the ship, and then made an-
other search but found no more, and finding
such a number, naturally concluded there was
no more."

"The deck was crowded with Chinese, I
spoke to several and told them to go on shore
and they either turned out to be stevedore's
tallymen, or passengers, or friends of same.
At the time the Doctor was examining crew
and passengers I had to send sampans away
from the ship's side, and while crew and pas-
sengers were mustered on deck, officers and
engineers searched the ship and could find no
one. At 2 p.m. the vessel sailed."

**COTTAM & CO. FOR WASHING
BOW TIES.**

"April 6th a.m. The Captain came to me
and said he could hear voices down the
ventilator leading in to main tweendecks, the
hatches were immediately taken off and three
stowaways were found. The Captain gave me
orders to block the door leading out of No. 1
into No. 2 tweendecks up, which was done at
once by shifting cargo in No. 2 tweendecks
and putting it up against the door."

"April 9th. Heard voices down venti-
lator leading to top of main ballast
tank searched again but found no one.
The Captain then asked me if I was sure the
top of the tank was full of cargo, and I told
him it was, also again asked the stevedore and
he said it was properly full. The cargo was
then removed from off the top of the tank,
hatches taken off, and found there was no cargo
on top of tank, searched down below and found
tins of hot chow and water. The port tank lid
was removed, and in the starboard bunker, the
engineers found 29 stowaways, searched ship
but found no more."

"April 10th. Searched ship and found more
stowaways down after between decks, having
to come out of their hiding place on account of
the heat."

"April 11th. Captain, officers and engineers
searched ship fore and aft but found no more.
Going down again on top of the fresh water
tank forward could see no signs of anyone
having been there, the cargo of flour
being stowed right up to the deck. Com-
menced to pull down cargo and found three
tiers in a properly constructed room built and
full of stowaways, the same as in the after
between decks. To build up a bulkhead
would take about half an hour, and could be
done without anyone knowing, and quite im-
possible for anyone to find it out without pull-
ing down the cargo. They had plenty of chow
with them, biscuits, &c. There was from 150
to 200 tons of space left in the between decks
which made it very easy for them to build up
such places."

The above states in detail what steps were
taken by the foreign executive officers to dis-
cover and eject stowaways from the vessel
during the time of loading and prior to her
departure from Hongkong. The facts in the
report are corroborated by the Master of the
Kaifong, and by the British engineers on
board at the time, and we have no reason to
doubt their accuracy.

In addition to this we held an exhaustive
enquiry into the whole affair, and after care-
ful examination, were enabled to exonerate
the foreign executive officers from blame.
The fact is, we and they were the victims
of a carefully devised plot, in which
every native on board the vessel was con-
cerned and an interested party. The native
crew number 60—the foreign officers 6. What
hope was there of discovering the plot when 60
were working against 6? None whatever,
except by chance, and it was purely accidental
that the captain's suspicions were aroused on
the voyage and led him to institute a search,
a hunt from one part of the ship to the other
that took 3 or 4 days, owing to the connivance
of the crew, before the entire lot was dis-
covered.

It was not unusual, in the rush and crush of
loading in Hongkong, for deck officers to be
so busily occupied in their various duties that
they have not time to be continually on the
watch against stowaways, and, as the receiving,
stowing, and discharging of cargo is, under the
chief officer's direction, in the hands of a
native comprador and stevedore, who form
part of the crew and travel on the vessel,
nothing is easier for them than to arrange the
stowage of cargo, while the officers' backs are
turned, in such a way as to leave vacant spaces
for the accommodation of stowaways who
come on board at night and are secreted away
with the knowledge of the Quartermaster on
watch while the officers are asleep.

We admit that we are to a great extent at
the mercy of our native employees, but this we
cannot prevent. Force of circumstances compel
us to employ native crews, and we would again
ask you to urge the Government to alter the
present law, in order that we may be protected
against the conspiracies of our own native
servants who would quickly appreciate the
risk they run of being concerned in crime
punished by hard labour without the option of
a fine.

We are, Sir,
Your obedient servants,
(Signed) BUTTERFIELD & SWIRE,
Agents, China Navigation Co., Ltd.
A. R. Lowe, Esq., Secretary, Hongkong
Chamber of Commerce.

The China and Manila Steamship Co., Ltd.
Hongkong, 26th June, 1902.
The Secretary, Chamber of Commerce,
Hongkong.

STOWAWAYS TO MANILA.
Dear Sir,—We thank you for copies of
correspondence which have passed between
Messrs. Butterfield and Swire, the Government,
and yourselves.

We quite agree with Messrs. Butterfield
and Swire that the penalty for secreting stowaways
on board steamers bound to Manila is quite
inadequate. For instance, a stowaway may pay
as much as \$300, \$400 for a passage to the
person or persons who secrete him, yet, should
the stowaway be found and sufficient evidence
is forthcoming to implicate the "aiders and
abettors," the maximum fine which can be
imposed is \$500 which they can well afford to
pay.

Our steamers are always carefully searched
before leaving port and before entering Manila
yet it is a very difficult thing to prevent one or
two men secreting themselves somewhere
aboard the steamers especially when there are
a big number of coolie passengers.

What we most strongly object to is this—
That Chinamen are sometimes caught by the
secret service people ashore in Manila without
papers or passports and when they are

questioned as to where they have come from,
they may say that they came over as stowaways
from Hongkong in such and such a steamer.
This appears to be sufficient evidence for the
authorities in Manila who immediately fine the
steamer named by the Chinaman even although
he was not found aboard by them. We think
if a two years' with hard labour penalty was
imposed that it would go a long way to check
the stowaways business if not altogether stop it.

Yours faithfully,
(Signed) SHERMAN TOMES & Co.,
General Managers.

P.S.—On the last occasion on which we had
stowaways there were nine, caught in Manila
who said they had travelled on our *s.s. Perl*.
Three said they had travelled over in the cabin
store room, the remaining six said they came
in the coal bunkers.

On the strength of this we dismissed the
chief officer from our service as we thought
there might have been some slackness in carry-
ing out our orders of having the steamer care-
fully searched, although we must admit that
with many Chinese passengers on board it
cannot be easy to detect stowaways.

(Signed) S. T. C.

Hongkong, 28th June, 1902.
Sir,—We beg to acknowledge receipt of
your letter of 20th instant enclosing copies
of correspondence that has passed between
your Chamber and the Colonial Secretary
relating to the penalties on stowaways by
vessels to the Philippine Islands, on which
subject you ask us to express our views.

We cordially endorse the opinion of Messrs.
Butterfield & Swire as to the inadequacy of the
present Colonial Ordinance dealing with
stowaways. Such Ordinance no doubt satis-
factorily met the requirements of the time of
its inauguration, and was sufficient to deal with
the cases of minor offences which called for
its existence, but we contend that with the
acquisition of the Philippines by the American
Government there has sprung up in those
islands a demand for skilled labour which has
raised wages to a point which tempts Chinese
who are prohibited from entering those
islands to go to great expense, and incur any
inconvenience and risk of detection to obtain
an entry, and we are convinced that they pay
large sums to a regularly organized com-
bination to be smuggled in, which combination
acts with the connivance and assistance of the
Chinese crews and assistants on board the
steamers on the Manila run.

We need hardly state that the most
strenuous efforts are made by us to prevent
the conveyance of stowaways. Our vessels in
many instances are searched by detectives sent
to us by the Hongkong Police Department, also,
thoroughly searched by the ships' officers prior
to departure, again on the voyage across, and
lastly before arrival at the Philippines. Not-
withstanding that the occasions on which
stowaways are discovered on board our steamers
are extremely rare, yet heavy fines have been
inflicted on our steamers in instances where
stowaways have eluded the vigilance of ships'
officers and been discovered on shore by the
Manila authorities and these fines have been
paid by us without satisfactory proof being
forthcoming to convince us that the offenders
had been carried by our vessels. The stow-
aways on being brought on board either will
not or cannot point out the persons who secrete
and fed them on the voyage, and the punish-
ment inflicted on those who are brought to
justice is not sufficiently deterrent to prevent
others making the attempt, proving the lucra-
tiveness of the business to the combination
which we feel sure exists.

That more stringent measures are necessary
in dealing with such of the culprits as are
brought to justice we have no doubt, and we
would respectfully suggest that an attempt be
made by the Police Authorities to get at the
men who are the "aiders and abettors" in this
 nefarious business. Notwithstanding the fact
that the full penalty has on several occasions
been imposed in the Hongkong Court the
smuggling of Chinese into the Philippines still
goes on, and under existing conditions we fear
will continue to do so.

It is against the people who make a profit out
of the successful, or unsuccessful, smuggling
of Chinese as beforementioned that we advocate
most severe measures should be taken, and we
shall be grateful for any steps that your Cham-
ber may take for the accomplishment of this
end.

We have the honour to be, Sir,
Your obedient servants,
(Signed) per JARDINE, MATHESON & CO.,
WM. A. CRICKSHANK,
General Managers,
Indo-China S. N. Co., Ltd.
The Secretary, Hongkong General Chamber
of Commerce, Present.

SHIPPING AND MAIL NEWS.

MAILS DUE.
American (*Hongkong Maru*) 26th inst.
Indian (*Catherine Ahear*) 27th inst.
French (*Polynesien*) 28th inst.
Canadian (*Empress of China*) 31st inst.
American (*China*) 5th prox.
American (*Doric*) 13th prox.

The N. P. S. Co.'s steamer *Genlogie* from
Yokohama for Tacoma on the 23rd inst.

The steamer *Umdaler* from Antwerp and
London left Singapore to-day 24th inst., and is
due here on the 30th inst.

The M. M. Co.'s steamer *Polynesien* with the
next French Mail, will leave Saigon to-morrow
Friday the 25th inst., at 5 a.m., for this port.

The P. M. S. S. Co.'s steamer *Hongkong*
Maru with mails, &c., left Shanghai for this
port to-day, the 24th inst., at 11 a.m., and is
due here on Saturday, the 26th inst.

The N. Y. K. Co.'s steamer *Yamato Maru*
(Australian Line) left Kobe via Shimonsaki
and Nagasaki for this port on the 22nd inst.,
p.m., and is expected to arrive here on the
30th inst.

The P. M. S. S. Co.'s steamer *Peru* with
mails, &c., which left hence on the 24th ult.,
for San Francisco via Shanghai, Nagasaki,
Kobe, Island Sea, Yokohama and Honolulu,
arrived at her destination on the 22nd inst.

The Canadian Pacific Railway Co.'s R.M.S.
Empress of Japan arrived at Kobe at 1 a.m., on
Wednesday, the 23rd inst., and left again at 2
p.m., same day for Yokohama where she is due
to arrive at 2 p.m., on Thursday, the 24th inst.

**COTTAM & CO. FOR SUMMER
UNDERWEAR.** (999)

TELEGRAMS.

(REUTERS.)

THE SIAMESE QUESTION.

LONDON, July 22nd.

The Morning Post views with grave misgivings the possibility of a combination of circumstances in Siam endangering the amicable relations existing between France and England, and urges a frank exchange of views between the two Governments for the purpose of removing any possible causes of misunderstanding.

GERMANY AND ENGLAND.

The German press publish an appeal for the promotion of better relations with England.

THE KING'S HEALTH.

His Majesty King Edward continues to progress favourably.

THE ELBE DISASTER.

Later reports state that 104 persons are missing in the pleasure steamer disaster on the Elbe.

BOER GENERALS START FOR EUROPE.

The Boer Generals Botha, De Wet, and Delarey have started for Europe.

PRINCE KOMATSU AT ESSEN.

Prince Komatsu in paying a visit to Krupp's Ordnance Works at Essen.

SAVINGS BANK INTEREST.

A Parliamentary Committee recommends the reduction of Savings Bank interest by one eighth per cent for the purpose of meeting the loss on income.

THE NAVY.

H. M. SHIPS "TERRIBLE" AND "AMPHITRITE."

The *Terrible* arrived from the North this morning, and shortly after making fast to her buoy, an order was signalled to Captain Scott to coal immediately, so that the vessel may be prepared to proceed for home without unnecessary delay. The 27th inst. is the probable date of her departure, and it is understood that Singapore will be favoured by her presence on Coronation day. The *Amphitrite* replaces her on the China station. She left Colombo on the 19th inst. and is expected to arrive here either to-morrow or the next day. The *Terrible* will not leave until relieved. The *Amphitrite* immediately stay in Hongkong however, will be very short on account of an order already issued for her to proceed to Wei-hai-wei as soon as possible after her arrival, but in a month or so it is expected she will return to Hongkong for docking and refitting.

LOCAL AND GENERAL.

MORTALITY STATISTICS for the week ended 28th June.—Death-rate per 1,000, per annum. British and Foreign Community 15.8 against 39.0 for the corresponding week of last year. Chinese Community (Land and Boat) 16.8 against 38.3 for the same period last year.

FATALITY ON BOARD A SHIP—From information received by P. C. Cooke, of the Water Police, it appears that a Chinaman accidentally fell down the hold a distance of about 30 feet, of the steamer *Oslo*. The constable discovered that the man's skull was fractured, and he took the body to the Mortuary.

THE LAGUE IN FORMOSA—According to an official telegram, from the Formosan Government, four new cases and three deaths from plague are reported as having occurred in the Taipei district, with three cases and two deaths at Toshiyen. This makes the total number of cases from January last 1,987, of which 1,516 have ended fatally.

DE-UGUE AND TORRENT—In Shanghai the firemen are told off into companies, and these are known by such picturesque and suggestive names as the "Torrent Company," the "Deluge Company," etc. On occasions when they cannot get a supply of water the Torrent and the Deluge men must feel the position keenly, says a Japanese exchange.

RINDERPEST AT POKFULAM—The outbreak of disease among the cattle at Pokfulam, the property of the Dairy Farm Company Limited, has been at an end for some days. The total number of animals in contact with the disease was 86; of these, 39 did not take it; 24 took it and died; 19 took it and recovered; and four were killed while suffering from the disease. The question was brought forward at the Sanitary Board this afternoon, and it was decided that the Dairy Farm be declared free from infection.

SUN-STRIKEN PIGS—A petition from the members of the Pig Guild was brought before the Sanitary Board this afternoon. The Guild say that they always purchase swine from Hoi How, and other parts; and these imported swine belong to different owners so that when they are landed ashore they have to be marked in the strong sun before being sent to the different Depots. The pigs often die of sunstroke and the dealers lose their capital. The Guild therefore requested that permission might be granted to them to erect two matsheds at their own expense, one at Cadogan Road and the other at Forbes Street. These sheds, if approved, would have to remain there from March to September yearly.

GIRAULT: for RED, WHITE, BLUE, GREAT SPECIALTY COFFEE.

HOUSING-HONGKONG'S POPULATION.

THE JOINT REPORT CRITICISED.

At a meeting of the Sanitary Board, being held as we go to press, the following report of a committee of the Board on Mr. Chadwick's and Prof. Simpson's joint report on the question of the housing of the population of Hongkong is being considered:—

Sanitary Board Office, 17th July, 1902.

Sir,—We beg to submit the following remarks and suggestions relative to the Report on the question of housing the population of Hongkong by Mr. Chadwick and Professor Simpson.

2. The Report summarises many of the recommendations made by the Sanitary Board during the past eight years.

3. We are agreed that the present insanitary condition of Hongkong is due to surface crowding, sanitary defects in the design of dwelling houses, and by overcrowding of the inhabitants in these houses, and are of opinion, after a careful consideration of the Report, that the measures recommended are well calculated to improve the insanitary areas in Hongkong.

Our remarks therefore are mainly confined to the best method of carrying out the recommendations contained in the Report.

4. In paragraph 11 of the Bill, provision is made in the constitution of the Sanitary Board for a Sanitary Commissioner, and we are of opinion by a majority that such an officer should be appointed, but doubt very much whether it is to fulfil the duties laid down in the Report, he should necessarily be a medical man.

Professor Simpson states in paragraph 29 of his second memorandum that the Medical Officer of Health should be the Director and Executive Head of the staff engaged in connection with:—(a) plague work, (b) ordinary sanitary routine work.

The duties of the Sanitary Commissioner would therefore be the carrying out of the larger sanitary questions, detailed in paragraph 31 of Professor Simpson's second memorandum, viz:—

- (1) The distribution of the water supply and its purity as apart from the constructive work.
- (2) The maintenance of the sewerage and its flushing arrangements.
- (3) The laying out of streets, public and private.
- (4) Projecting new streets and scavenging lanes.
- (5) Improving the line of old streets.
- (6) The reservation of open spaces.
- (7) The construction of healthy houses.
- (8) The house space to be left between and about buildings to secure free circulation of air.
- (9) The provision of public and private latrines and urinals.
- (10) The abolition of cubicles without windows, and the question of insanitary property.
- (11) Demolishing insanitary property, and reconstructing it on sanitary principles.
- (12) The prevention of the erection of insanitary areas.

These duties, which include the approval of all plans, are more those of a civil engineer than a medical man.

5. We are agreed that the Medical Officer of Health, as Chief Executive Officer of the Board, should not have a seat on the Board.

6. We suggest that sections 45 and 47 should be amended by substituting "The Board" for "The Sanitary Commissioner," as we are of opinion that questions dealing with the rights of ownership should be considered by the Board. This principle is maintained in No. 3 of the by-laws governing the Prevention or Mitigation of Epidemic, Endemic or Contagious Disease, as under this bylaw the Board has the power of temporarily closing buildings unfit for human habitation.

It is therefore in accordance with this bylaw that permanent closing of basements should be carried out by the Board.

7. In connection with the bylaw for the Prevention or Mitigation of Epidemic, Endemic or Contagious Disease, we beg to record here that we see no sufficient reason for the proposed alterations of No. 1 of these by-laws. The Board at present directs its officers to make house to house visitations, and defines the district in which those visitations should be carried out, and it is proposed that the Sanitary Commissioner shall have the power to direct any officer to make visits in any district in which he may deem such visitations to be necessary.

It would be necessary under the proposed arrangement to inform the Police of the fact that certain districts have been defined to secure their co-operation, and therefore little time would be saved by the Sanitary Commissioner, defining the districts and directing the officers instead of the Board.

Moreover, before such measures are adopted, the whole Board especially the Chinese members should have an opportunity of expressing their views, and they should be published before they are enforced.

8. The proviso to section 48 should be amended by the addition of the words "other than servants' quarters." After the word "building" as the requirements of 50 square feet and 600 cubic feet for each adult would be sufficient in such buildings. With reference to sections 109 and 123, the prohibition of lath and plaster walls and ceilings has already been recommended by the Board, and we are of opinion that they should not be allowed in future outside the European Reservation area unless with the approval of the Board (or Building Authority).

With reference to section 146, we are strongly of opinion that at least half of window area required should be made to open.

Plate VIII in the report illustrates the necessity for limiting the depth of a dwelling house, and it is to be hoped that dwellings

having a depth of 90 feet without lateral windows will not be allowed to be erected in future.

In this connection we note with regret that the Report does not contain a plan of an improved type of domestic building, although it shows clearly that the present designs are defective in almost every particular.

The Board has already expressed its opinion that the best type of Chinese house yet submitted is that designed by the Hon. W. Chatham, Director of Public Works.

Paragraph 23 of the Report states that this plan solves the cubicle question, but we are at loss to understand how it solves this question of external air contained in the last portion of section 149, as the open space into which the windows from the cubicles lead, does not, except in the case of corner houses, extend "the whole length of the wall in which such windows have been made," and therefore the cubicle windows do not lead into external air as defined by the aforesaid section.

Before quitting this question of external air we deem it advisable to draw attention to paragraph 18 of the Report, which advises limitation of cubicles in corner houses to those which have lateral windows opening into side streets of not less than twenty feet in width. The width of street hitherto required by the Board when granting exemption to corner houses from the provision of backyards has been 15 feet.

The wording of sub-section 4, section 149, is somewhat vague. It may be intended to mean that two cubicles are allowed without windows, but it may also be taken to read that if more than two cubicles are erected, all the cubicles must be provided with windows. We agree by a majority to the amount of open space required by sections 175 and 177, and to the limitation of the height of buildings required by section 185.

We agree in advocating all the other new provisions in the Bill which have not been specially referred to above.

(Signed) J. M. ATKINSON, F. J. BADELEY.

MINORITY REPORT.

A minority report by Mr. Lau Chupak, who was also a member of the Committee, was submitted. It was as follows:—

Hongkong 21st July, 1902.

Sir,—Having carefully considered the report by Mr. Chadwick and Professor Simpson on the housing of the population of Hongkong, I beg to submit that the measures recommended would only partially improve the sanitary condition of this Colony in the immediate future.

I find that, after reviewing our insanitary condition due to overcrowding and sanitary defects in the design of dwelling-houses, the experts recommend the resumption of a very limited number of these dwellings, whilst most of the slums situated in narrow lanes and streets are left to be dealt with by measures as circumstances will permit; with this end in view, Sections 147, 149, 175, 177, and 185 have been introduced in the Bill annexed to their report.

I submit that these measures are not only drastic and arbitrary, but they are contrary to the principle of British justice and fair play, and also contrary to the object of the petition presented by the ratepayers to the Secretary of State for the Colonies.

The object of the petition, I take it, is the desire to have this Colony put into a proper sanitary condition once for all, and freed from the annual recurrence of plague and other epidemic diseases.

The experts appear to be only dealing with a portion of the insanitary dwelling-houses, leaving a large number of such buildings, commonly called slums, to be dealt with in the future as circumstances may permit.

They have incorporated in the Bill only one part of the Housing of the Working Class Act, 1890, leaving other equally important provisions contained in the other parts untouched.

I venture to say that the introduction of sub-section B of section 39 of the English Act would be fair and beneficial in many cases, and that its omission would work hardship on the holders of small lots. This sub-section reads:—"When it appears to the local authority that the closeness, narrowness, and bad arrangement or bad condition of any buildings, or the want of light, air, ventilation, or proper conveniences, or any other sanitary defect in any buildings, is dangerous or prejudicial to the health of the inhabitants either of the said buildings or of the neighbouring buildings, and that the demolition or the reconstruction and rearrangement of the said buildings or of some of them is necessary to remedy the said evils, and that the area comprising those buildings and the yards, out-houses, and appurtenances thereof, and the site thereof, is too small to be dealt with as an unhealthy area under Part I of this Act, the local authority shall pass a resolution to the above effect and direct a scheme to be prepared for the improvement of the said area."

Sub-section 4 of the same section empowers the local authority to purchase by agreement the area comprised in the scheme, and section 41 deals with the question of compensation by arbitration, and so on.

With reference to the appointment of a Sanitary Commissioner, I agree with Dr. Atkinson and Mr. Badeley that should such an officer be deemed necessary, the incumbent should be a civil engineer for reasons stated in their majority report. I agree also that the Medical Officer of Health, as chief executive officer of the Board, should not have a seat on the Board, as in the whole Public Health Acts of England the duties of the Medical Officer of Health are, I find, to carry out the orders of the local authority or board. It is absurd, therefore, that the Medical Officer of Health should vote at the meetings of the Sanitary Board and take orders from it at the same time. The same remarks may be applied to the Sanitary Commissioner, if one is to be appointed.

As regards the abolition of existing cubicles, it will be found to be impracticable unless a scheme can be devised to remodel the existing tenement houses, so as to bring it within the means of the poor to pay the rent and not to inflict heavy losses on the owners or infringe the rights of Crown lessees.

I strongly recommend that where a compulsory sacrifice of land and space is made to meet the requirements of the new Bill, fair and reasonable compensation should be given in every case. Section 155 of the Public Health Act, 1875, reads as follows:—"The urban authority shall pay or tender compensation to the owner or other person immediately interested in such house or building for any loss or damage he may sustain in consequence of his house or building being set back or forward, the amount of such compensation, in case of dispute, to be settled by arbitration in manner provided by this Act"; and section 308 provides for full compensation to be paid to any person who sustains any damage by reason of the exercise of the powers of the Act, in relation to any matter as to which he is not himself in default, and so on.

I also submit that all damages sustained by any person on account of the destruction of household furniture, wearing apparel, and so on, consequent upon measures taken to combat plague and other infectious diseases, should be made good and compensated.

Section 121 of the Public Health Act above mentioned provides for this, and section 6 of the Infectious Disease (Prevention) Act, 1892, says:—"The bedding, clothing, and articles shall be disinfected by the authority, and shall be brought back and delivered to the owner free of charge, and if any of them suffer any unnecessary damage the authority shall compensate the owner for the same, and the amount of compensation shall be recoverable in, and in case of dispute shall be settled by, a court of summary jurisdiction."

These measures, if introduced, will mitigate the concealment of plague and other infectious cases and the dumping of dead bodies.

(Sd.) LAU CHUPAK.

The following minute by Mr. E. Osborne was attached:—

"It seems strange that when the two sanitary experts, one of them a medical man whose life's study is sanitation and the other a civil engineer, agree in recommending that the Sanitary Commissioner should be a medical man skilled in sanitation, the Committee should proceed to argue that he should be an engineer. I think we should do well to follow the recommendation of the experts."

The conjoint report referred to the Committee defines the duties of the Sanitary Commissioner as being those of 'dealing with all nuisances and sanitary defects of whatever nature,' while in the memorandum quoted by the Committee it is further stated he should deal with official documents bearing upon the administrative work of the Department. All this can best be done, as the experts have clearly stated, by a medical man skilled in sanitary administration.

"It would be most undesirable that the duties of the Sanitary Commissioner should in any sense overlap those of the head of the Public Works Department, and I have no doubt the Government will arrange that such of the duties enumerated in par. 7 of the Committee's report as belong to that officer are kept distinct from the Sanitary Department, and there is in my opinion much greater likelihood of harmonious intercourse between the two Departments if the head of one is a medical man and the head of the other an engineer, than if both are members of the same profession."

"There are matters referred to in this paragraph which solely concern the medical man, such as 'the preservation of the purity of the water supply' (apart from constructional work), 'the sanitary maintenance of the sewerage, which Mr. Chadwick recommended should be handed over to the Board,' 'the construction of healthy houses,' 'the reservation of open spaces,' 'the provision of public and private latrines,' 'the abolition of cubicles without windows,' 'questions of insanitary property,' and so on. Professor Simpson has not recommended that the Sanitary Commissioner should either design or construct healthy houses or latrines, etc., but that his advice should be available to the Government and to the Board in regard to these and kindred matters, which the home Acts recognise as coming within the province of the medical expert. With regard to the question of plans, it will be within the Board's knowledge that all plans for new works have, during the past six years passed through the hands of the Medical Officer of Health (as is done, I understand, in the large cities at home), and it surely cannot be contended that it requires a civil engineer to decide whether a certain design is in accordance with the Public Health laws, or whether the house, when erected (under exemption, perhaps, from some of these provisions), will be a sanitary one."

"With regard to the bye-laws for the prevention of plague referred to in the Committee's report, Professor Simpson speaks very strongly of the necessity for prompt action in dealing with the earliest cases, whether discovered in man or rat, and if the whole of the staff are to stand idle awaiting the fortnightly meeting of the Board the benefits to be derived from prompt action will be lost."

"The Board have themselves recognised this fact by delegating, during the recent outbreak, the whole of its powers under these bye-laws to the President and Medical Officer of Health. The Chinese members of the Board should bear in mind that if the Sanitary Commissioner has this power he will probably find it necessary to order house-to-house visiting in only one street and one block of buildings at a time, whereas the Board's resolutions have hitherto covered large areas for the reason that a fortnight must elapse before further authority can be given."

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unless special meetings of the Board are held. Moreover, the Board has power to amend or revoke these and any other bye-laws, so under these circumstances I think the scheme of the experts should be given a trial.

The following minute was by Dr. Clark, Medical Officer of Health:—

The Report which was referred to the Committee definitely states that, in the opinion of both experts, the Sanitary Commissioner should be a medical man, and moreover it clearly defines his duties. The Committee have, however, gone to an early memorandum, penned by Professor Simpson a few weeks after his arrival in the Colony, and in which the appointment is first mooted for further information. It is only fair, however, to state that, at that time, Professor Simpson had had no time to become acquainted with the very important duties and functions of the Public Works Department in connection with the sanitation of the Colony, and the catalogue of duties which is quoted by the Committee is given by him only to show what important matters lie outside the routine work of the Medical Officers of Health.

It is clear, I think, that the later Report, written two months after the preliminary memorandum, and with a better knowledge of the various Government Departments already existing in the Colony, and moreover after due consultation with the Engineering Expert sent out from England to collaborate with him, contains the more mature opinions on this question, which is merely sketched in the early Report. The Board may, I think, rest assured that had Mr. Chadwick thought an engineer was the proper person for the Sanitary Commissioner he would not have hesitated to say so in the joint Report, which is under consideration, and that as he has not recommended a member of his own profession for the office, it cannot really be necessary.

I would like to add that the Sanitary Commissioners in India are invariably medical men—officers of the Indian Medical Service—and their duties are not altogether dissimilar from those which have been so clearly laid down in paragraph 27 of the Experts' joint Report and in the Draft Bill.

The Board agreed to submit the report to the Government.

Commercial.

The tone of the market is decidedly weaker for the principal stocks. Although there are sellers for WHAMPOA DOCKS and INDO CHINAS, no response is met with from buyers. The following may be cited as the quotations:—DOCKS \$221, BANKS \$610, INDO CHINAS \$89. There is also a limited and small business in UNITED ASBESTOS sales at \$9, HUMPHREYS ESTATES sales at \$11.65, NEW ELECTRICS sales at \$6.25, and HONGKONG HOTELS at \$134.

OPIUM QUOTATIONS.

Hongkong, 24th July.
To-day's quotations are as follows:—
Per chest.
OLD PATNA High Nos.@ \$910
" " Low "@ 907 1/2
" BENARES "@ 917 1/2
NEW " "@ 927 1/2
" PATNA "@ 927 1/2
" MALWA "@ 973/1010
OLD "@ 1020/1040
PERSIAN—Best quality.....@ 570/580

Today's Advertisements.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 16th August, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1902.

By Order of the Court of Directors,
J. R. M. SMITH, Chief Manager.
Hongkong, 24th July, 1902. [778d]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 2nd, to 16th day of August, next, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH, Chief Manager.
Hongkong, 24th July, 1902. [779d]

GEO. PATTON & CO.

ELECTRIC BATTERY TABLE FANS.

(Latest American Patent.)

CHEAPEST AND BEST YET PRODUCED.

SMALL CONSIGNMENT OF 24.

GEO. PATTON & CO.,

Copiesmiths, Plumbers and General Engineers.

Hongkong, 24th July, 1902. [780d]

FOR NAGASAKI AND VLADIVOSTOCK.

THE Steamship

"SAVOIA"

Captain Rebbelmund, will be despatched for the above Port on WEDNESDAY, the 30th instant, at Noon.

This Steamer has Superior Accommodation for First Class Passengers and carries a Doctor. For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 24th July, 1902. [781d]

Auctions.

GOVERNMENT NOTIFICATION.

No. 409.

THE following Particulars and Conditions of Sale of Crown Land, by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY, the 28th day of July, 1902, at 3 P.M., are published for general information.

By Command, F. H. MAY, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 4th July, 1902. [759d]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 28th day of July, 1902, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND, at Bowen Road, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

| No. of Sale | Locality. | Boundary Measurements. | | | | Contents in Square feet. | Annual Rent. | Upset Price. |
|-------------|-----------------------|------------------------|----|----|----|--------------------------|--------------|--------------|
| | | N. | S. | E. | W. | | | |
| 1 | Inland Lot No. 1,060. | 55 | 55 | 60 | 60 | 3,300 | \$3 | \$25 |

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By Command, F. H. MAY, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 4th July, 1902. [760d]

Particulars and Conditions of the letting by Public Auction

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY.
OUTWARDS.

| FROM | STEAMERS | DUE |
|-----------------------|--------------|-----------------|
| GLASGOW and LIVERPOOL | "ANTENOR" | 3rd Aug., 1902. |
| " | "DARDANUS" | 8th " |
| " | "PROMETHEUS" | 14th " |
| " | "PYRRHUS" | 20th " |
| " | "DIOMED" | 28th " |
| " | "JASON" | 3rd September, |

HOMEWARDS.

FOR LONDON.

| | |
|---|-------------------|
| "ULYSSES" | 5th Aug., 1902. |
| "TELEMACHUS" (FOR LONDON and ANTWERP) | 19th " |
| "ANTENOR" | 2nd Sept., " |
| "DARDANUS" | 16th " |
| "PYRRHUS" (FOR LIVERPOOL DIRECT) (Taking Cargo at LONDON RATES) | 20th Sept., 1902. |

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL

| | | |
|--------------------|------------|------------|
| AMOIY and SHANGHAI | "KIUKIANG" | 25th July. |
| SHANGHAI | "WHAMPOA" | 26th July. |
| TIENTSIN | "NANCHANG" | 28th July. |
| CEBU and ILOILO | "KAIFONG" | 29th July. |

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

† Taking Cargo on-through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

CHINA NAVIGATION CO., LTD.

HONGKONG TO SYDNEY AND MELBOURNE

VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, Particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

| | |
|------------|----------------------|
| "TAIYUAN" | leaves on 29th July. |
| "TEINAN" | " 23rd August. |
| "CHANGSHA" | " 2nd September. |
| "CHINGTU" | " 29th September. |

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE,

Agents, China Navigation Company, Limited.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with

THE OREGON RAILROAD AND NAVIGATION COMPANY,

Operating the Now First-class Steamships

"INDRAVELLI," "INDRAPURA,"

and

"INDRASAMHA,"

between

HONGKONG and PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

"INDRAVELLI" July 26.

"INDRAPURA" Aug. 14.

"INDRASAMHA" Sept. 13.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.
ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

| Destinations. | Steamers. | Captains. | Sailing Dates. |
|---------------|-----------------|-----------|------------------------|
| FOR TAMSUI* | "DAIGI MARU" | T. Kitano | SUNDAY, 27th July. |
| FOR FOCHOW* | "ANPING MARU" | G. Sakano | WEDNESDAY, 30th July. |
| FOR TAMSUI* | "DAIJIN MARU" | T. Ogata | SUNDAY, 3rd August. |
| FOR ANPING* | "MAIDZURU MARU" | T. Saito | WEDNESDAY, 6th August. |

* Via SWATOW and AMOI.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further Information, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 23rd July, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR SINGAPORE AND BOMBAY.
(In close connection with the Co.'s Accelerated Line to TRIESTE.)
THE Company's Steamship

"TIROL"

Captain Bretfeld, will be despatched as above

on TUESDAY, the 29th instant, P.M.

For Information as to Passage and Freight

apply to

SANDER, WIELER & Co.,

Agents.

Hongkong, 21st July, 1902.

[720d]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship.

"GLEN TURRET"

Captain R. Webster, will be despatched as above

on SATURDAY, the 16th August.

For Freight, apply to

MCGREGOR BROS. & GOW,

Agents.

Hongkong, 21st July, 1902.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Company's Steamship

"KUMSANG"

Captain E. J. Buller, will be despatched as above

on TUESDAY, the 29th instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 22nd July, 1902.

[722d]

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENLAWERS"

Captain Bee, will be despatched as above

on or about the 31st instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 14th July, 1902.

[740d]

"BEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"BENCLEUCH"

Captain Thomson, will be despatched as above

on or about the 31st July.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 10th July, 1902.

[663d]

Shipping.

STEAMERS.

TOYO KISEN KAISHA,

(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN

HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU,"

3,876 Tons,

Captain Tate, will be despatched hence for

MANILA, TO-MORROW, the 25th instant,

at Noon.

Magnificent accommodation. Comfortable

cabins. Excellent table. Unrivaled speed.

Electric light. Doctor and Stewardess carried.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Prince's Buildings,

Ice House Street,

Hongkong, 24th July, 1902.

[171d]

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOI AND

FOCHOW.

THE Company's Steamship

"HAITAN"

Captain Roach, will be despatched for the

above Ports, TO-MORROW, the 25th instant,

at Noon.

For Freight or Passage, apply to

DOUGLAS LARRAIK & CO.,

General Managers.

Hongkong, 24th July, 1902.

[721d]

THE CHINA AND MANILA STEAM-

SHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"RUBI,"

Captain R. W. Almond, will be despatched for

the above Port on SATURDAY, the 26th

instant, at 4 P.M.

Highest Class Passenger Steamers, High

Powered, Newest and most up to date on the

run. All Accommodation Amidships. Electric

Light and other Modern Improvements.

A Surgeon is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 21st July, 1902.

[762d]

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE

AND YOKOHAMA.

THE Company's Steamship

"POLYNESIEN"

Captain Chevalier, will be despatched for the

above Ports on or about SUNDAY, the 27th

instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 21st July, 1902.

[164c]

EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEEN-

SLAND PORTS, and taking through Cargo

to ADELAIDE, NEW ZEALAND,

TASMANIA, &c.)

THE Steamship

"AUSTRALIAN"

Captain Shaw, will be despatched for the above

Ports, on THURSDAY, the 14th August,

at Noon.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Cham-

ber, which ensures the supply of Fresh Provi-

sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the

Electric Light.

A Stewardess and a duly qualified Surgeon

are carried.

N.B.—Return Tickets, issued by this Com-

pany to and from AUSTRALIA, are available for

return by the Steamers of the CHINA NAVI-

GATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 22nd July, 1902.

[773d]

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CAL-

CUTTA, COLOMBO, ADEN, SUEZ

AND PORT SAID.

(Taking Cargo at through rates to the BRAZILS,

TO SOUTH AFRICA, RED SEA, BLACK SEA,

LEVANT, VENICE AND ADRIATIC PORTS.)

THE Company's Steamship

"CHINA"

Captain Rosca, will be despatched as above

on SATURDAY, the 16th August, P.M.

The steamer has capital accommodation for

passengers. Electric light and carries a doctor.

For Information as to Passage and Freight,

apply to

SANDER, WIELER & Co.,

Agents.

Prince's Buildings,

Hongkong, 21st July, 1902.

[724]

BOSTON STEAMSHIP COMPANY.

Proposed Sailings from

HONGKONG VIA MOJI, KOBE AND YOKOHAMA,

FOR

VICTORIA, N.O., and TACOMA,

in connection with

NORTHERN PACIFIC RAILWAY

COMPANY.

Steamship

"HYADES"

3,753 Tons

Sailing

Sept. 12th, 1902.

"LYRA"

4,200 Tons

Oct. 4th, "

"SHAWMUT"

9,606 Tons

Oct. 23rd, "

"TREMONT"

9,606 Tons

Dec. 17th, "

Through Bills of Lading issued to Pacific

Coast Points and to the Principal Cities in the

United States and Canada.

For Rates of Freight and further Informa-

tion, apply to

DODWELL & CO., LIMITED,

General Agents.

Hongkong, 21st July, 1902.

[761d]

Shipping.

STEAMERS.

SHEWAN, TOMES & CO.'S

NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ASAMA,"

Captain F. F. Bevent, will be despatched for the

above Port, on or about the 15th August.

To be followed by the Steamship

"AFTON,"

on or about the 15th September.

For Freight, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 7th July, 1902.

[686d]

Intimations.

LEE LOONG.

DEALER IN

Furniture, Blackwood, Plated Glass,

Crookery Ware, Brass and Iron

Bedsteads and Rattan Sofas

for whole sale.

JUST ARRIVED.

Nos. 1 & 3, D'Agular Street.

Behind Hongkong Dispensary.

Hongkong, 1st May, 1902.

[496d]

For Nervous

Exhaustion

CHAPOTEAU'S

Phosphoglycerate

OF LIME

The modern restoration

of the nervous system.

For brainworkers, profes-

sional men, teachers, students,

etc., and in debility, neural

giasis, dyspepsia of nervous

origin and insomnia.

It is readily assimilated and

Post Office.

A Mail will close:-

For Canton-Per Henan, to-morrow, the 25th instant, at 7.30 a.m.

For Singapore-Per Malacca, to-morrow, the 25th instant, at 9 a.m.

For Quong Tchek, Hoihow, Pakhoi and Haiphong-Per Hanoi, to-morrow, the 25th instant, at 9 a.m.

For Manila-Per Rosetta Maru, to-morrow, the 25th instant, at 11 a.m.

For Nagasaki, Kobe and Yokohama-Per Kasuga Maru, to-morrow, the 25th instant, at 11 a.m.

For Swatow, Amoy and Foochow-Per Hainan, to-morrow, the 25th instant, at 11 a.m.

For Bangkok-Per Tuckow, to-morrow, the 25th instant, at 11 a.m.

For Bangkok-Per Devanagere, to-morrow, the 25th instant, at 11 a.m.

For Macao-Per Hainan, to-morrow, the 25th instant, at 1.15 p.m.

For Shanghai and Chinkiang-Per Kowloon, to-morrow, the 25th instant, at 4 p.m.

For Amoy and Shanghai-Per Kiu-kiang, to-morrow, the 25th instant, at 4 p.m.

For Canton-Per Futsan, to-morrow, the 25th instant, at 4 p.m.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.-Per Athenian, on Saturday, the 26th instant, at 11 a.m.

For Shanghai-Per Whampoa, on Saturday, the 26th instant, at 3 p.m.

For Swatow and Shan-chai-Per Hipsang, on Saturday, the 26th instant, at 4 p.m.

For Shanghai and Wei-hai-wei-Per Lok-sang, on Saturday, the 26th instant, at 4 p.m.

For Hongkong-Per Chik-chai, on Sunday, the 27th instant, at 5 p.m.

For Europe, India, via Tuticorin-Per Anam, on Monday, the 28th instant, at 11 a.m.

For Shanghai, Nippon, Kobe, Yokohama, Victoria (B.C.) and Seattle (U.S.A.)-Per Tosa Maru, on Monday, the 28th instant, at 3 p.m.

For Tientsin-Per Manchang, on Monday, the 28th instant, at 4 p.m.

For Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne-Per Tai-yuan, on Monday, the 28th instant, at 5 p.m.

For Singapore and Bombay-Per Tirol, on Tuesday, the 29th instant, at 10 a.m.

For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco-Per Gaelic, on Tuesday, the 29th instant, at 11 a.m.

For Singapore, Penang and Calcutta-Per Kumang, on Tuesday, the 29th instant, at 2 p.m.

For Nagasaki and Wladivostok-Per Swavia, on Wednesday, the 30th instant, at 11 a.m.

For Tientsin-Per Chunsang, on Friday, the 1st Aug., at 11 a.m.

For Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma-Per Duke of Fife, on Saturday, the 2nd Aug., at 10 a.m.

For Europe, India, via Tuticorin-Per Valletta, on Saturday, the 2nd Aug., at 11 a.m.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver-Per Empress of China, on Wednesday, the 6th August, at 11 a.m.

For Europe, India, via Tuticorin-Per Kiangtse, on Thursday, the 7th August, at 11 a.m.

ACENDA.

Gospel Hall.

6 Arsenal Street, Top Floor.

Off Queen's Road, East.

Meetings are held as follows:-

SUNDAY, Acts 2.42 11 a.m.

Gospel Address 6 p.m.

TUESDAY, Soldiers & Sailors Bible Class. 6 p.m.

THURSDAY, General Bible Class 6 p.m.

SATURDAY, Prayer Meeting 6 p.m.

A hearty welcome given to all.

WEATHER REPORT.

| Barometer | On date at 4 p.m. | On date at 10 a.m. |
|-------------|-------------------|--------------------|
| Barometer | 29.66 | 29.62 |
| Temperature | 84 | 85 |
| Humidity | 75 | 77 |
| Windfall | | |

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, July 24th, 1902.

At 100 cents per dollar Mexican.

Butcher Meat.

| | Cents. |
|--------------------------------------|--------|
| Beef sirloin & prime cut-Mei Lung Pa | 16 |
| " Corned-Ham Ngau Yuk | 16 |
| " Roast-Ging Yu | 17 |
| " Soup-Tong Yuk | 12 |
| " Steaks-Ngau Yuk Pa | 17 |
| " Sausages-Ngau Yuk Cheong | 15 |
| " Bullcock's Brains-Know per set | 8 |
| " Tongue fresh-Ngau Li | 45 |
| " Corned-Ham Ngau Li | 55 |
| " Head-Ngau Tau | 55 |
| " Heart-Ngau Sum | 10 |
| " Hump-Salt-Ngau Kin | 10 |
| " Feet-Ngau Keok | 8 |
| " Kidneys-Ngau Yiu | 9 |
| " Tail-Ngau Mei | 10 |
| " Liver-Ngau Con | 10 |
| " Tripe (undressed)-Ngau To | 8 |
| " Calves' Head and Feet-Ngau-chai | 80 |
| " chop-Young Pui Kwat | 24 |
| " Legs-Young Pui Kwat | 24 |
| " Shoulders-Young Pui Kwat | 20 |
| " Pigs' Chindings-Chu cheong | 7 |
| " Feet-Chu Keok | 12 |
| " Fry-Chu Chak | 12 |
| " Heart-Chu Sum | 14 |
| " Kidneys-Chu Yiu | 6 |
| " Liver-Chu Con | 20 |
| " Pork Chop-Chu Pui Kwat | 18 |
| " Corned-Ham Chu Yuk | 18 |
| " Fat-Chu Pui | 18 |
| " Leg or Lard-Chu Yau | 15 |
| " Sheep's Head and Feet-Young Tau | 50 |
| " Heart-Young Sum | 10 |
| " Kidneys-Young Yiu | 9 |
| " Liver-Young Con | 22 |
| " Sucking Pig-To Order-Chu Chai | 16 |
| " Suck Beef-Sang Ngau Yau | 16 |
| " Mutton-Sang Yung Yau | 22 |
| " Veal-Ngau Chai Yuk | 18 |
| " Sausages-Ngau Chai Yuk Tong | 25 |

Poultry.

| | |
|----------------------|-----|
| Chicken-Kai Chai | 25 |
| Capons-Large-Sin Kai | 25 |
| Ducks-Pan Kai | 16 |
| Doves-Pan Kai | 16 |
| Eggs-Hen-Kai Tan | 150 |
| Fowls-Canton-Kai Tan | 150 |
| " Hainan-Hoi Nam Kai | 16 |
| Geese-Ngo | 16 |

| | |
|---------------------------------|-------|
| Geese, Wild Shanghai-Sheung Hoi | Yo |
| Ngo | pair |
| Musk Deer-Wong Keng | each |
| Hare-Tu Chai | each |
| Partridge-Che Khoo | each |
| Pigeons-Shan Kai | each |
| Pigeons-Canton-Pak Kup | each |
| Hoihow-Hoihow Pak Kup | " |
| Quail-Um Chun | " |
| Rice Birds-Wo Fa Cheuk | dozen |
| Snipe-Sa Chui | each |
| Turkeys-Cheung Na | each |
| Wild Ducks-Shanghai-Sui-ap | pair |
| Teal, Shanghai-Sui Ap Chai | each |

Fish.

| | |
|-------------------------------------|----|
| Barbel-Ka Yu | 10 |
| Bream-Bin Yu | 10 |
| Canton Fresh Water Fish-Hoi Sin Yu | 10 |
| Carp-Li Yu | 10 |
| Catfish-Chik Yu | 10 |
| Catfish-Mun Yu | 10 |
| Crabs-Hai | 12 |
| Cuttle Fish-Muk Yu | 13 |
| Dab-Sa Mang Yu | 10 |
| Dace-Wong Mei Lun | 10 |
| Dog Fish-Tit Tu Sa | 10 |
| Eels-Congor | 10 |
| Fresh water-Tam Sui Yu | 10 |
| Yellow-Wong Sin | 10 |
| Frogs-Tien Kai | 10 |
| Grouper-Sek Pan | 10 |
| Gudgeon-Pak Yu | 10 |
| Herrings-Tao Pak | 10 |
| Halibut-Cheung Kwan Yu | 10 |
| Lobsters-Wong Fa Yu | 10 |
| Loach-Wu Yu | 10 |
| Lobsters-Lung Ha | 10 |
| Mackerel-Chi Yu | 10 |
| Monk Fish-Mon Yu | 10 |
| Mullet-Chai Yu | 10 |
| Oysters-Sang Hoo | 10 |
| Parrotfish-Kai Kung Yu | 10 |
| Perch-Tau Loo | 10 |
| Pike-Fa Paw Poong | 10 |
| Pomfret-Black-Hak Chong | 10 |
| Pomfret-White-Pak Chong | 10 |
| Prawns-Ming Ha | 10 |
| Ray-Pei Fa Sa | 10 |
| Rock Fish-Sek Kau Kung | 10 |
| Roach-Chun Yu | 10 |
| Salmon, (Chin), fresh water-Ma Yau | 10 |
| Shark-Sa Yu | 10 |
| Skate-Po Yu | 10 |
| Shrimps-Ha | 10 |
| Snapper-Lap Yu | 10 |
| Soles-Tai Sa Yu | 10 |
| Tench-Wan Yu | 10 |
| Turbot-Cho How Yu | 10 |
| Turtles, small, fresh water-Keok Yu | 10 |
| White Bait-Ngan Yu Chai | 10 |

Fruits.

| | |
|--------------------------------------|----|
| Apples, (California)-Kam San Ping | 40 |
| " (Cheloo)-Tin Chun Ping | 15 |
| " (Cheloo)-Tin Chun Ping | 15 |
| Bananas, fragrant-Canton-Sang Sheng | 4 |
| " (brides), Macao-Sang Sheng Chiu | 4 |
| Chestnuts, Chinese-Fong Lut | 20 |
| Carambola-Yung Tou | 8 |
| Cocconuts-Yeh Tsz | 8 |
| Grapes-Sin Tai Tsz | 9 |
| Lemons, China-Ning Moong | 17 |
| Lichees, Dried-Lai Chi Con | 8 |
| " Fresh, Small stone-Chung Wat | 11 |
| " Large-Tai Wat | 6 |
| Limes, (Saigon)-Sai Kung Ning | 15 |
| Mango, Manila-Lui Sung Moong | 15 |
| Mango, Saigon-Sai Kung Moong | 15 |
| Mangosteens, San Chuk Tsz | 20 |
| Oranges, (Canton)-Sang Sheng Tim | 20 |
| " Chang | 20 |
| " Small-Tai Kut | 15 |
| " Mandarin-Tim Kut | 15 |
| Olives-Pak Lam | 5 |
| Pears, (American)-Kam San Shut Li | 8 |
| " (Canton), Cooking-Sa Li | 8 |
| " (Shanghai)-Sheung Hoi Li | 8 |
| Pine-apples, 1st quality-Sheung Poon | 12 |
| " 2nd quality-Sheung Poon | 8 |
| " Paw-lau-Chung tang | 15 |
| Pumelo, Siam-Chim Lo Yau | 15 |
| Walnuts, Hop Tou | 15 |

Vegetables, &c.

| | |
|--------------------------------------|----|
| Artichokes, Shanghai-Sheung Hoi Ah | 10 |
| Beans, (French) Macao-OH Moon Pin | 10 |
| " Tau | 10 |
| Beans, (French) Shanghai-Sheung Hoi | 10 |
| " Pin Tau | 10 |
| Beans, Sprout-Ah Choi | 10 |
| Beans Long-Tau Kok | 10 |
| Boat Root-Hung Choi Tau | 10 |
| Brinjals, Green-Cheng Yuen Ker | 10 |
| Brinjals, Red-Hung Ker | 10 |
| Brassica-Pak Choi | 10 |
| Bamboo Shoots-Chook Shun | 10 |
| Cabbage, Chinese, com-Kai Choy | 10 |
| Cabbage Root-Kai Lan Tau | 10 |
| Cabbage, (Shanghai)-Yeh Choi | 10 |
| Cane Shoots, bunch-Kau Shun | 10 |
| Cauliflower, Large size-Tai Yeh Choi | 10 |
| " Fa | 10 |
| Cauliflower, Medium size-Cheng Yeh | 10 |
| " Choi-fa | 10 |
| Cauliflower, Small size-Sai Yeh Choi | 10 |
| " Choi-fa | 10 |
| Carrots-Kam Shun | 10 |
| Celery, Chinese-Tong Kan Choi | 10 |
| Celery, English-Yung Kan Choi | 10 |
| Celery, White-Pak Yung Kan Choi | 10 |
| Chilies Dried-Con Lat Chiu | 10 |
| " Red-Hung Fa | 10 |
| " Green-Cheng Lat Chiu | 10 |
| Curry Stuff, English-Ka Leg Choi Liu | 10 |
| Cucumbers-Cheng Kwa | 10 |
| Bitter Squash-Fu Kwa | 10 |
| Garlic-Suen Tau | 10 |
| Ginger, young-Sun Tsz Keung | 10 |
| " old-Lo Keung | 10 |
| Indian Radish, Shanghai-Lik Kan | 10 |
| Horseradish-Suk Mai | 10 |
| Lettuce-Yung Sang Choi | 10 |
| " Water-Chung Mai Tai | 10 |
| " Mandarin-Kwei Lum Ma Tai | 10 |
| Mushrooms Fresh-Sang Cho Kho | 10 |
| Onions, Bombay-Yung Chong Tau | 10 |
| " Green-Sang Chong | 10 |
| " Shai-Sheung Hoi Chung Tau | 10 |
| " Japan-Yat Poon | 10 |
| Okra-Mo Ker | 10 |
| Parsley, English-Yung Un Sai | 10 |
| Green-Peas-Cheng Tau | 10 |
| Potatoes, Sweet-Fan Shu | 10 |
| " Shanghai-Sheung Hoi Shu | 10 |
| " Tsai | 10 |
| " Japan-Yat Poon Shu Tsai | 10 |
| " American-Fa Ki | 10 |
| " Foochow-Suk Chau Shu Tsai | 10 |
| " Macao-Oh Moon | 10 |
| Pumpkin-Hung Lo Pak Tai | 10 |
| Radish-Cor Chung Tau | 10 |
| Spinach (Chinese)-Paw Choi | 10 |
| " Yim Choi | 10 |
| Taro-Wu Tau | 10 |
| Turnips, Pun-ti (Long)-Low Pak | 10 |
| " English-Yung Low Pak | 10 |
| " Vegetable Marrow-Chit Kwa | 10 |
| Waters Cresses-Sai Yung Choi | 10 |
| Yams-Tai Shu | 10 |

ROBERT G. McGEWEN.

Inspector in charge of Markets.

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| | |
|--|--------------|
| Hongkong, 24th July. | |
| ON LONDON, Telegraphic Transfer, 1/8 11/16 | |
| Bank Bills, on demand | 1/8 11/16 |
| Credits, 4 months' sight | 1/8 11/16 |
| D'ments, 4 months' sight | 1/8 11/16 |
| ON BERLIN, (demand) | M. 1.77 |
| ON PARIS, Bank Bills, on demand | 2.17 |
| Credits, 4 months' sight | 2.17 |
| ON NEW YORK, Bank Bills, on demand | 42 1/2 |
| Credits, 3 days' sight | 42 1/2 |
| ON ROMBAV, Telegraphic Transfer | 129 1/2 |
| On demand | 129 1/2 |
| ON SHANGHAI, Telegraphic Transfer | 74 1/2 |
| Private 30 days' sight | nom. |
| ON YOKOHAMA, T.T. | 18 1/2 prem. |
| Sovereigns, Bank's Buying Rate | \$11.44 |
| Gold Leaf 100 touch, per taal | \$9.25 |
| Silver | 24 1/2 |
| Dollars | nom. |

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